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From: jljbm
Subject: MV SWIFTNES - VOYAGE INSTRUCTIONS / LAURITZEN BULKERS
Categories: Instruction, Swiftnes
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TO: MV SWIFTNES

DEAR CAPTAIN

PLEASED TO ADVISE THAT WE HAVE FIXED VESSEL'S NEXT EMPLOYMENT AS PER BELOW INSTRUCTIONS. IF YOU HAVE ANY QUESTIONS IN THIS RESPECT, PLEASE DO NOT HESITATE TO CONTACT THIS OFFICE.

FURTHERMORE WHEN/IF YOU HAVE URGENT MATTERS, PLEASE SEND AN EMAIL HOWEVER ALWAYS FOLLOW UP WITH A PHONE-CALL TO THE UNDERSIGNED.

VOYAGE NO.: 201701

CHARTERERS: SEABOARD OVERSEAS LIMITED,

C/P DTD: FEBRUARY 9TH 2017

LAY/CAN: MARCH 1ST - 10TH 2017

LOAD PORT: 1/3 SB(S) VANCOUVER, CANADA OR PRINCE RUPERT, IN CHOPT TO BE ADVISED LATEST 48HRS UPON VESSEL'S NOMINATION.

DRAFT AVAILABLE: NO DRAFT RESTRICTION FOR YOUR VSL, BUT PLEASE CHECK WITH LOCAL AGENTS FOR FURTHER DETAILS AND RESTRICTIONS.

DISCHARGE PORT: 1/2 SB(S) EACH SANTA MARTA, CARTAGENA, BARRANQUILLA, ATLANTIC COLOMBIA PLUS SAN PEDRO DE MACORIS, DOMINICAN REPUBLIC (1-4).

ROTATION TO BE
IN GEOGRAPHIC ROTATION.

BARRANQUILLA IS NOT TO BE THE FIRST DISCHARGE PORT, IF USED.

DRAFT AVAILABLE: BARRANQUILLA HAS A DRAFT RESTRICTION OF 9.5 M BWAD PLEASE CHECK WITH LOCAL AGENTS FOR FURTHER DETAILS AND RESTRICTIONS.

VSLs GRABS ARE NOT TO BE USED UNLESS AUTHORIZED BY THIS OFFICE.

SPEED/CONSUMPTION:

ABT 14KN ON ABT 21.0T IFO + ABT 0.10T MGO BALLAST
ABT 14KN ON ABT 21.8T IFO + ABT 0.10T MGO LADEN
ABT 13KN ON ABT 18.6T IFO + ABT 01.0T MGO BALLAST ECO (GIVEN IN GOOD FAITH WOG)
ABT 13KN ON ABT 19.8T IFO + ABT 01.0T MGO LADEN ECO (GIVEN IN GOOD FAITH WOG)
PORT-IDLE ABT 2.2T IFO+ ABT 0.10T MGO
WWG ABT 5.3T IFO + ABT 0.10T MGO

PLS PROCEED AT MIN RPM ON THE BALLAST LEG AS PER OUR PREVIOUS INSTRUCTIONS. WE / WNI WILL REVERT WITH SAILING INSTRUCTIONS FOR THE LADEN LEG.

IN CASE YOUR VESSEL, DUE TO BAD WEATHER, IS UNABLE TO MAINTAIN SAID SPEED AND CONSUMPTION, PLEASE MAINTAIN THE AVERAGE CONSUMPTION.

CARGO: FULL & COMPLETE CARGOS OF 31,500 MTS 10 PCT MOLOO WHEAT IN BULK ONE GRADE - SF ABT 43CFT / MT.

INTENDED CARGO BREAKDOWN:

-CARGO: 31.500 MT 10% MOLOO BULK WHEAT (1 GRADE) - INTENDED CARGO
BREAKDOWN FOR DP AS PER MY SEPERATE EMAIL LAST WEEK: CARTAGENA: 8,000 MT
BARRANQUILLA: 7,500 MT
SANTA MARTA: 6,000 MT
SAN PEDRO DE MACORIS: 10,000 MT
ALL +/-10 %

PLS ADVISE YR BEST STOWPLAN BASIS MAXIMUM CONTRACTUAL QUANTITY IN MINIMUM NUMBER OF HOLDS. PLEASE SEND STOWPLAN TO US FOR OUR APPROVAL PRIOR TO SENDING TO AGENTS.

PLS ADVISE YR STOWAGE PLAN BASIS VESSEL'S MAXIMUM INTAKE AND BY KEEPING THE FW QUANTITY AT A MINIMUM.

PLEASE PROVIDE STOWPLAN AS PER BELOW FORMAT:

DISPLACEMENT MT
LIGHTSHIP MT
F.O MT
D.O MT
FW MT (PLS KEEP AT MINIMUM)
BW MT (INCLUDING UNPUMPABLE WATER)
CONSTANT MT

MAX INTAKE CARGO MT

PLEASE REQUEST CARGO DECLARATION FORM, AS PER IMSBC CODE, FROM SHIPPERS VIA AGENTS PRIOR TO OR ON ARRIVAL - ALWAYS PRIOR COMMENCEMENT OF LOADING. IN ADDITION TO THE CARGO DECLARATION FORM, WE RECOMMEND THAT YOU OBTAIN MATERIAL SAFETY DATA SHEETS (MSDS) FROM SHIPPERS PRIOR LOADING.

PLEASE ENSURE THAT CARGO(ES) CAN BE CARRIED, IN ACCORDANCE WITH VESSEL'S CERTIFICATES.

PLEASE ENSURE THAT ALL HOLDS ARE CLEAN SWEEP, WASHED DOWN BY FRESHWATER AND DRIED UP, SO AS TO RECEIVE CHARTERERS INTENDED CARGO IN ALL RESPECTS FREE OF SALT, LOOSE RUST SCALE AND PREVIOUS CARGO RESIDUE, AND TO PASS THE HOLD INSPECTION BY THE INDEPENDENT SURVEYOR.

NOTICE OF READINESS:

YOU ARE REQUESTED TO TENDER THE NOTICE OF READINESS ON ARRIVAL AT THE NOMINATED LOADING/DISCHARGING BERTH. SHOULD BERTH BE OCCUPIED ON ARRIVAL OR BERTHING BE DELAYED, THEN KINDLY BRING THE VESSEL AS CLOSE TO THE BERTH AS POSSIBLE AND TENDER NOR THERE.

ANY NOR TENDERED AT THE BERTH MUST REFER NOT ONLY TO THE TIME OF VSLS

ARRIVAL AT THE PILOT STATION/ANCHORAGE BUT ALSO TO THE TIME OF VSLS ARRIVAL AT THE BERTH.

NOTICE OF READINESS TO BE TENDERED E.G. WIPON,WIBON,WCCN,WFPN.

KINDLY ENSURE THAT THE NOTICE IS BEING IMMEDIATELY ACCEPTED BY SHIPPERS/RECEIVERS RESPECTIVELY AND THAT VSL IS WITHIN PORT LIMITS WHEN TENDERING NOR. PLS ENDEAVOUR TO HAVE NOR TENDERED AND ACCEPTED BY SHIPPERS/CHRTS/RCVRS WITHIN OFFICE HOURS 0900-1700 HRS ON MONDAY-FRIDAYS.

WE RECOMMEND THAT VESSELS ARRIVING DURING THE NIGHT/OUTSIDE OFFICE HOURS, TENDER N.O.R. ON ARRIVAL AND IF IN DOUBT RE-TENDER 'WITHOUT PREJUDICE TO THE EARLIER NOTICE' AT THE COMMENCEMENT OF WORKING HOURS. IT MAY BE NECESSARY TO CHECK WITH THE AGENTS, PRIOR TO TENDERING N.O.R., IF THERE ARE ANY SPECIAL 'LOCAL REQUIREMENTS'.

PLS ENSURE THAT ALL HOLDS ARE SURVEYED AND PASSED BY SHIPPERS/CHRTS/SURVEYOR(S) IMMEDIATELY ON ARRIVAL. SHOULD THE BERTH BE OCCUPIED, PLS REQUEST AGENTS TO ARRANGE SURVEY(S) AT THE ANCHORAGE ON ARRIVAL.

IN CASE VSL DOES NOT PASS SHIPPERS/CHRTS SURVEY(S), VSLS CREW MUST IMMEDIATELY RESUME CLEANING AND TAKE ALL NECESSARY STEPS TO HAVE VSL PASSED WITH MINIMUM DELAY.

IMMEDIATELY UPON COMPLETION OF CLEANING, MASTER MUST REQUEST A RE-INSPECTION AND RE-TENDER NOTICE OF READINESS. ANY SECOND OR SUBSEQUENT NOR MUST INCLUDE THE FOLLOWING WORDING:

'THIS NOTICE OF READINESS IS TENDERED WITHOUT PREJUDICE TO THE VALIDITY OF ANY EARLIER NOTICE(S) OF READINESS'

STATEMENT OF FACTS:

IN ORDER TO PROTECT THE INTEREST OF OWNERS BEST POSSIBLE, PLEASE ENSURE TO CHECK THE STATEMENT OF FACTS VERY CAREFULLY, WELL AHEAD OF COMPLETION OF THE RESPECTIVE LOADING OR DISCHARGE OPERATIONS.

PLEASE ENSURE THAT WEATHER DELAYS (IF ANY) AND/OR OTHER STOPPAGES OR MOVEMENTS, AS MENTIONED IN THE OFFICIAL STATEMENT OF FACTS, CORRESPONDS TO THE DELAYS AS PER SHIPS OWN DECK LOG. IF ANY SURVEYS MENTIONED, PLEASE ENSURE TO MENTION IF ON VESSEL'S ACCOUNT.

IT IS IMPORTANT TO MENTION THAT PROPER REGISTRATION OF THE PREVAILING WEATHER CONDITIONS, IN THE RESPECTIVE PORTS, SHOULD ALREADY BEGIN IMMEDIATELY AFTER VSL HAS ARRIVED AND TENDERED NOR, AS FROM WHICH TIME LAYTIME USUALLY STARTS TO COUNT AS PER THE C/P.

WE ALSO STRONGLY RECOMMEND THAT YOU ASK THE LOCAL AGENT TO PROVIDE YOU WITH A DRAFT OF THE OFFICIAL STATEMENT OF FACT ON DAILY BASIS, ENABLING YOU TO COMPARE WITH VESSEL'S OWN DECK LOG, PRIOR COMPLETION OF THE CARGO OPERATION, TO AVOID A SITUATION WHERE YOU HAVE TO CHECK A FULL AND COMPLETE STATEMENT OF FACT, WHICH MIGHT CONTAIN MANY WEATHER DELAYS, ETC. JUST BEFORE VSL'S DEPARTURE. IF ANY DISPUTE PLEASE ENSURE TO INSERT SAME AS A REMARK ON THE LAST PAGE UNDER MASTER'S REMARK.

STEVEDORE DAMAGE:

SHOULD ANY DAMAGE BE CAUSED TO THE VSL OR HER FITTINGS BY THE CHARTERERS OR THEIR STEVEDORES, THE MASTER IS TO:

- GIVE WRITTEN NOTICE TO THE CHARTERERS AND SHIPPERS/RECEIVERS IMMEDIATELY AFTER THE OCCURRENCE, INCL. FULL PARTICULARS OF THE DAMAGE CAUSED AND NAME AND ADDRESS OF THE PARTY ALLEGEDLY RESPONSIBLE FOR THE DAMAGE.
- PROMPTLY, BUT LATEST WITHIN 12 HOURS AFTER OCCURRENCE, GIVE WRITTEN NOTICE TO THE PARTY ALLEGEDLY RESPONSIBLE, GIVING FULL PARTICULARS OF THE DAMAGE AND ITS ALLEGED CAUSE, AND OBTAIN THE WRITTEN ACKNOWLEDGEMENT OF LIABILITY FROM SUCH PARTY, OR FAILING THAT, THE ACKNOWLEDGEMENT OF RECEIPT OF SUCH NOTICE.
- IMMEDIATELY ARRANGE, IN CONJUNCTION WITH CHARTERERS AGENTS, FOR THE DAMAGE TO BE SURVEYED AND AN ESTIMATE OF THE REPAIR COSTS GIVEN.
- AFTER HAVING NOTIFIED ALL PARTIES, YOU ARE REQUESTED TO TAKE ALL STEPS NECESSARY TO HAVE THE DAMAGES REPAIRED, PRIOR TO SAILING FROM THE PORT, AT THE EXPENSE AND IN THE TIME OF THE RESPONSIBLE PARTY.
- ALL NOTICES MUST BE COPIED TO THIS OFFICE.

BILLS OF LADING:

IT IS OF VITAL IMPORTANCE THAT THE BS/L INCORPORATE REFERENCE TO THE GOVERNING VOYAGE CHARTER PARTY. THUS PLS ENSURE THAT THE DATE OF THE C/P, FEBRUARY 9TH 2017, APPEARS ON THE BS/L.

WE SUGGEST THAT THE BS/L ARE CLAUSED AS BELOW, SUBJECT TO CHRTRS/SHIPPERS APPROVAL:

'ALL TERMS AND CONDITIONS, LIBERTIES AND EXCEPTIONS OF THE CHARTER PARTY DATED FEBRUARY 9TH 2017 INCLUDING THE LAW AND ARBITRATION CLAUSE ARE HEREWITH INCORPORATED'.

'FREIGHT PAYABLE AS PER CHARTER PARTY FEBRUARY 9TH 2017'

IT IS ALSO OF IMPORTANCE THAT THE BS/L SPECIFICALLY INCORPORATE A CLAUSE PARAMOUNT (GENERAL CLAUSE PARAMOUNT OR USA CLAUSE PARAMOUNT OR CANADIAN CLAUSE PARAMOUNT OR SIMILAR).

IT IS ALSO RECOMMENDABLE BUT NOT VITAL THAT THE BS/L ISSUED INCORPORATE:

- NEW JASON CLAUSE
- GENERAL AVERAGE CLAUSE
- WAR RISK CLAUSES
- BOTH-TO-BLAME COLLISION CLAUSE
- P&I DEVIATION CLAUSE

SHOULD SHIPPERS/AGENTS REQUIRE YOU TO AUTHORIZE AGENTS TO SIGN BILLS OF LADING, YOU ARE ASKED TO GIVE SUCH AN AUTHORIZATION IN WRITING AS PER LAURITZEN BULKERS A/S GENERAL INSTRUCTIONS. AUTHORIZATION LETTERS FROM AGENTS WITH DIFFERENT WORDING MUST NOT BE

ACCEPTED/USED - ONLY THE WORDING IN LAURITZEN BULKERS A/S GENERAL INSTRUCTIONS TO BE USED.

SHOULD SHIPPERS/AGENTS REQUIRE YOU TO CARRY AN ORIGINAL B/L ON BOARD VSL TO DISCHPORT, PLEASE CONTACT THIS OFFICE FOR APPROVAL AND IF ACCEPTED THEN ALL BS/L TO BE MARKED:

'ONE ORIGINAL BILL OF LADING RETAINED ON BOARD AGAINST WHICH BILL DELIVERY OF CARGO MAY PROPERLY BE MADE ON INSTRUCTIONS RECEIVED FROM SHIPPERS/CHARTERERS'.

PLS NOTE:

- CGO QUANTITY STIPULATED IN THE B/L MUST BE ACTUAL QUANTITY LOADED AND MAX QUANTITY ON PREVAILING CP RESTRICTION(S).
- DATE OF THE B/L MUST BE THE ACTUAL DATE OF COMPLETION OF LOADING.
- IF THE BS/L IS ISSUED IN COMPLIANCE WITH THE ABOVE INSTRUCTION AND MATE'S RECEIPT, AGENTS CAN RELEASE SAME TO SHIPPERS/CHRTS IMMEDIATELY UPON SIGNING, UNLESS BS/L MARKED 'FREIGHT PREPAID'.
- IF THE BS/L ARE ISSUED WITH L/C NO. AND/OR FREIGHT RATE, PLEASE CONTACT THIS OFFICE FOR APPROVAL.

DEADFREIGHT CLAIM:

IN CASE SHIPPERS UNABLE SUPPLY CARGO QUANTITY AS REQUESTED BY YOU AND AS TO MAX INTAKE BASIS GIVEN RESTRICTIONS, PLS SUBMIT DEADFREIGHT CLAIM LETTER TO SHIPPERS VIA YOUR AGENT TO CLAIM PAYMENT OF DEADFREIGHT FOR ANY DIFFERENCE BETWEEN ACTUAL LOADED QUANTITY AND THE QUANTITY ORIGINALLY REQUESTED BY YOU ON ARRIVAL LOADPORT. SHOULD SHIPPERS NOT SUPPLY CARGO AS PER YOUR REQUEST, IF POSSIBLE PLEASE SEND PHOTOS OF HOLDS SHOWING SPACE AVAILABLE.

CLEAN BS/L:

CHARTERERS REQUIRE BS/L TO BE MARKED 'CLEAN ON BOARD', THUS YOU ARE INSTRUCTED TO STOP THE LOADING OPERATION IMMEDIATELY IF/WHEN IMPURITIES ARE FOUND, WHICH IN YOUR BEST JUDGEMENT WOULD AFFECT CARGO QUALITY. IF YOU ARE IN DOUBT, PLEASE CONTACT THIS OFFICE IMMEDIATELY.

ANY UNCLEAN CARGO MUST BE REMOVED BY SHIPPERS AND BE SUBSTITUTED BY CLEAN CARGO, FAILING WHICH YOU ARE REQUESTED TO ISSUE DEADFREIGHT CLAIM FOR SHORT DELIVERY.

PLEASE NOTIFY ALL PARTIES IMMEDIATELY AND CALL IN LOCAL P AND I SURVEYOR TO ASSIST. DO NOT RESUME LOADING UNTIL CLEAR INSTRUCTIONS RECEIVED FROM P AND I SURVEYOR AND CHARTERERS VIA THIS OFFICE.

PLEASE REQUEST AGENTS TO PROVIDE SHIPPERS/CHRTS BS/L REQUIREMENTS PRIOR COMMENCEMENT OF LOADING.

IF YOU HAVE ANY QUESTIONS/DOUBTS ABOUT THE CLAUSING OF THE BS/L, PLEASE CONTACT THIS OFFICE FOR CLARIFICATION.

B/L QUANTITY DETERMINATION:

AS PER GOVERNING C/P TERMS, B/L QUANTITY WILL BE DETERMINED BY SHORE SCALE / ELEVATORS FIGURES.

IN CASE THE DRAFT SURVEY FIGURES DIFFERS FROM THE SHORE WEIGHT FIGURES, PLEASE INFORM THIS OFFICE IMMEDIATELY AND DO NOT SIGN THE M/R OR BS/L.

PLEASE ALSO ISSUE A LETTER OF PROTEST TO SHIPPERS/CHARTERERS AND INSERT A REMARK IN THE S.O.F.

IN CASE SHORE WEIGHT FIGURES TO BE USED FOR B/L QUANTITY - PLEASE ON YOUR DAILY MESSAGE INDICATE BOTH DRAFT SURVEY FIGURES AND SHORE WEIGHT FIGURES.

LOADING/DISCHARGING EXPENSES:

THE CARGO HAS BEEN FIXED ON A FREE IN/OUT TRIMMED BASIS AND HENCE ALL EXPENSES/RISKS RELATED TO THE LOADING/DISCHARGING TO BE FOR ACCOUNT OF THE SHIPPER/CHRTS/RECEIVERS RESPECTIVELY. HOWEVER THE LOADING TO BE CARRIED OUT UNDER YOUR SUPERVISION AND SUCH SUPERVISION ALSO TO ENSURE THAT NO FURTHER/ADDITIONAL TRIMMING IS REQUIRED AND THE MAXIMUM CARGO QUANTITY IS BEING LOADED.

BUNKERS:

UPON COMMENCEMENT OF VOYAGE, PLEASE ADVISE BUNKER QUANTITY / SULPHUR CONTENT OF EACH BUNKER GRADE ONBOARD.

NOTICES:

LOADPORT: PLS EMAIL OR FAX 10/8/5/3/2/1 DAYS NOTICE OF ETA TO SHIPPERS VIA AGENTS AND COPIED TO THIS OFFICE:

DISCHPORT:

ON SAILING FROM LOADPORT MASTER TO EMAIL OR FAX RECEIVERS AGENTS AT DISCHPORT STATING QUANTITY OF CARGO LOADED AND BEST ETA. THEREAFTER MASTER TO EMAIL OR FAX MINIMUM 10/8/5/3/2/1 DAYS NOTICE OF ARRIVAL TO AGENTS AND CHARTERERS / BROKER WITH CC TO THIS OFFICE.

CHARTERERS: OPS@JFD.COM (BROKER) + CHARTERING@SEABOARD.GR + OPERATIONSCOLOMBIA@SEABOARD.BM

ALL MSGS TO CHRTS/SHIPPERS/RECEIVERS/AGENTS ARE TO BE COPIED TO THIS OFFICE.

LOADPORT AGENTS: TBC

PANAMA CANAL AGENT:

BOYD STEAMSHIP CORPORATION

COURIER ADDRESS: VIA ESPAÑA 120, BETA BUILDING, 5TH FLOOR.

P.O. BOX 0816-07817

PANAMA, REPUBLIC OF PANAMA.

PHONE NUMBER : (507) 263-6311

FAX NUMBER : (507) 269-6638

MOBILE NUMBER : (24 HRS): (507) 6090-4738

E-MAIL : OPERATIONS@BOYDSTEAMSHIP.COM

DISCHPORT AGENTS: TBC

WNI WEATHERNEWS:

AS USUAL PLEASE LIAISE CLOSELY WITH WNI ON EMAIL : LAU-REPORT@SEA.WNI.COM. PLEASE ENSURE TO PROVIDE VOYAGE DETAILS AND INFO ABT OFFICE OPERATING THE

PARTICULAR VOYAGE. PLEASE ALSO TO ENSURE ALWAYS TO SEND COPY OF YOUR REPORTING TO: WNIREPORTS@LAURITZENBULKERS.DK

ISPS:

MASTER IS INSTRUCTED TO REQUEST ALL ISPS AND OTHER PORT REQUIREMENTS FROM THE AGENTS, IMMEDIATELY UPON RECEIPT OF THIS INSTRUCTION OR AS SOON AS AGENTS ARE DECLARED.

MASTER IS ALSO INSTRUCTED TO COPY, TO THIS OFFICE, MESSAGES TO/FROM AGENTS.

PLS ACKNOWLEDGE RECEIPT OF THIS VOYAGE INSTRUCTION, BY REPLYING TO ABOVE AND PLEASE RESPOND TO VARIOUS ITEMS SUCH AS BUNKERS, CLEANING, CARGO INTAKE/STOWPLAN AND ONWARD SCHEDULE.

BEST REGARDS,
FOR J. LAURITZEN (USA), INC.

JESPER BO MOGENSEN
SENIOR OPERATIONS MANAGER

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